

## **AMENDMENTS TO THE DRAWINGS**

The Applicant respectfully requests that the Examiner enter the attached replacement drawing sheet. The replacement sheets returns to the originally filed drawings and no new matter has been entered.

## **REMARKS**

The Office Action of August 16, 2006, has been carefully considered. New Claims 67-81 have been added,

### **Objections to the Specification**

The Examiner objected to the specification under 35 U.S.C. 132(a) as including new subject matter. The specification is herein amended to return to the originally filed specification.

### **Objections to the Claims**

The Examiner objected to the claims under 35 U.S.C. 112 as including new subject matter. The new subject matter has been removed.

### **Rejections Based on 35 USC § 103(a)**

The Office Action rejected Claims 1, 2, 4, 44, 45, 47, 54, 55 and 57 under 35 USC § 103(a) as anticipated by Rudwick (US 4,280,581) in view of Phillips (US 6,272,941). Claim 1 has been herein amended to include the limitations of:

a motor sprocket rotationally locked to said rotatable assembly of said motor, whereby the motor sprocket rotates with the same angular velocity as the rotatable assembly; and

a uni-directional drive connecting said motor sprocket and said pedal crank assembly for transferring rotary motion from said pedal crank to said motor sprocket, but not from said motor sprocket to said pedal crank,

Rudwick discloses a moderate speed (2,500 to 3,500 RPM) motor with a gear reducer 3 and an overriding clutch 13 between the gear reducer and sprocket 15 (corresponding to the motor sprocket of the present invention). The gear reducer 13 is required because of the moderate RPM motor, and the overriding clutch 13 is required because of the inefficiencies for attempting to drive the moderate RPM motor 2 of Rudwick through the reducer gears 3, and thus preventing turning the motor 2 by the pedals 16 .

The herein amended Claim 1 describes a motor sprocket rotationally locked to the rotatable assembly of the motor, thus turning at the same angular velocity as the motor, and a uni-directional drive connecting said motor sprocket and said pedal crank assembly, thereby allowing the motor to be driven by the pedal crank. Because Claim 1 includes these fundamental elements not present in Rudwick, the Applicant believes that the herein amended Claim 1 is in condition for allowance, and respectfully requests that the Examiner withdraw the rejection of Claim 1 and advance Claim 1 to allowance.

Claims 2 and 4 depend from Claim 1, Because the Applicant believes that the herein amended Claim 1 is in condition for allowance, the Applicant also believes that Claims 2 and 4 are in condition for allowance and respectfully requests that Claims 2 and 4 and for be advanced to allowance.

Claims 44, 45, 47, 54, 55 and 57 have been cancelled.

Claims 3, 5, and 6 all depend from Claim 1. Because the Applicant believes that the herein amended Claim 1 is in condition for allowance, the Applicant also believes that Claims 3, 5, and 6 are in condition for allowance and respectfully requests that Claims 3, 5, and 6 and for be advanced to allowance.

The remaining reject claims (Claims 44-48 and 54-58) have been cancelled.

## CONCLUSIONS

Claims 1-5 remain pending in the application, Claims 44, 45, 47, 54, 55 and 57 have been cancelled, and Claim and new 67-81 have been added. Claim 1 has been amended to clearly describe the differences between the present invention and Rudwick. Applicant respectfully requests that the Examiner advance Claims 1-5 and 67-81 to allowance.

Respectfully submitted,



Kenneth L. Green

Attorney for Applicant

Reg. No. 44,724

Averill & Varn  
8244 Painter Avenue  
Whittier, CA 90602  
(562) 698-8039